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Message Text

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51
ORIGIN EB-11

INFO OCT-01 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00 INR-10

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P 151446Z JAN 74
FM SECSTATE WASHDC
TO AMCONSUL MONTREAL PRIORITY

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E.O. 11652: N/A
TAGS: ETRN, XX
SUBJ: US CONTINUED SUPPORT OF ICAO SECURITY ANNEX
REF : MONTREAL 2354 OF DEC. 13, 1973; 34 AND 61

FOR US REP ICAO

1. USG CONTINUES DESIRE ICAO SECURITY ANNEX AS CONTAINED IN C-WP/5896. POSITION CONTAINED IN IGIA 26/8.1A HAS BEEN REAFFIRMED AND YOU SHOULD CONTINUE TO WORK IN ICAO COMMITTEE ON UNLAWFUL INTERFERENCE AND COUNCIL FOR ADOPTION OF ANNEX.

2. FOLLOWING MATERIAL HAS BEEN PREPARED FOR USE AS YOU SEE FIT IN PURSUING THIS OBJECTIVE:

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"THE COUNCIL IS TO BE CONGRATULATED FOR ITS FORESIGHT

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IN ADOPTING THE SERIES OF AMENDMENTS ON SECURITY MATTERS
TO ANNEXES 2, 6 (PART I), 9, 10, 11 AND 14. THE
ACCEPTANCE OF THESE TECHNICAL MEASURES AS SAFETY MATTERS
IS A POSITIVE STEP FORWARD. THE PROPOSALS CONTAINED IN
C-WP/5896 FOR A NEW ANNEX 17, WHEN ADOPTED BY THE COUNCIL,
WILL PROVIDE AN ADMINISTRATIVE AND POLICY FRAMEWORK FOR
ACTION BY STATES ON A UNIFORM BASIS TO CREATE AN
EFFECTIVE MECHANISM TO DEAL WITH INTERNATIONAL AVIATION
SECURITY MATTERS. WE RECOGNIZE THAT MANY COUNTRIES HAVE
SECURITY PROGRAMS. HOWEVER, THE ADOPTION OF A NEW ANNEX 17

WOULD CREATE AN OBLIGATION ON MEMBER STATES WHICH WOULD
SPEED IMPLEMENTATION OF A WORLDWIDE UNIFORM SYSTEM OF
SECURITY FOR THE PROTECTION OF AIRCRAFT, AERODROMES,
PASSENGERS AND CREW.

"THE ESSENTIAL ELEMENTS OF APPENDIX A TO C-WP/5896 ARE THE
REQUIREMENT THAT MEMBER STATES SHOULD ESTABLISH AN
APPROPRIATE AUTHORITY WITH OVERALL RESPONSIBILITY FOR
CIVIL AVIATION SECURITY PROGRAMS, AND THE REQUIREMENTS
THAT A SECURITY PLAN BE DEVELOPED FOR EACH OPERATOR AND
EACH AERODROME. ESTABLISHMENT OF SUCH AN AUTHORITY IS
NECESSARY IF ALL ELEMENTS RESPONSIBLE FOR SOME ASPECT OF
AVIATION SECURITY WITHIN A STATE ARE TO ACT EFFECTIVELY
TO PROVIDE PROTECTION TO ALL THOSE CONCERNED WITH AVIATION
FROM ACTS OF UNLAWFUL INTERFERENCE, PARTICULARLY WHEN AN
EMERGENCY OCCURS. THE PROPOSED LANGUAGE WOULD LEAVE IT
UP TO EACH STATE TO DECIDE WHERE THE SECURITY RESPONSI-
BILITY SHOULD BE LODGED WITHIN ITS GOVERNMENTAL ORGANI-
ZATION. IN THE UNITED STATES, THAT RESPONSIBILITY
IS LODGED IN THE DEPARTMENT OF TRANSPORTATION/FEDERAL
AVIATION ADMINISTRATION, THE CIVIL AVIATION AUTHORITY.
WHEREVER THE AUTHORITY IS VESTED, HOWEVER, THERE MUST BE
GOVERNMENTAL DECISIONS WHICH WOULD ENABLE THE GOVERNMENTAL
SECURITY UNIT TO ACHIEVE EFFECTIVE COORDINATION WITH ALL
CIVIL, MILITARY AND POLICE ORGANIZATIONS. IF THIS CONCEPT
CAN BE ACHIEVED THROUGH SOME REWRITING OF THE PRESENT
LANGUAGE OF PARAGRAPH 4.2.1 WHICH WOULD SATISFY OTHER
COUNCIL REPRESENTATIVES, THIS GOVERNMENT WOULD HAVE NO
OBJECTION.
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"IN ADDITION TO THE REASONS GIVEN FOR THE DESIGNATION OF
AN APPROPRIATE AUTHORITY WITHIN A STATE TO HANDLE SECURITY
MATTERS, ANOTHER IMPORTANT FACTOR IS THAT THERE BE ONE
FOCAL POINT TO WHICH ALL INTERESTED PARTIES MAY ADDRESS
THEMSELVES ON TECHNICAL ASPECTS OF AVIATION SECURITY.
THIS WOULD BE PARTICULARLY IMPORTANT DURING ACTUAL
INCIDENTS, BUT WOULD ALSO HAVE GREAT RELEVANCE IN ROUTINE

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DEALINGS BETWEEN STATES. A WELL-DEFINED CHANNEL OF COMMUNICATIONS IS ESSENTIAL IF A VIABLE SECURITY PROGRAM TO PROTECT INTERNATIONAL AIR TRANSPORT IS TO BE DEVELOPED ON A WORLDWIDE BASIS. THIS IS SPELLED OUT CLEARLY IN PARAGRAPHS 5.1.2 AND 5.1.3 OF APPENDIX A TO C-WP/5896.

"PARAGRAPHS 6.1.1 AND 7.1.1 OF APPENDIX A TO C-WP/5896 RESPECTIVELY PROVIDE FOR THE ESTABLISHMENT OF SECURITY PROGRAMS FOR EACH INTERNATIONAL AERODROME AND EACH OPERATOR. THESE PROGRAMS PROVIDE FOR THE DAY-TO-DAY

SPECIFICATIONS FOR SECURITY MEASURES. UNLESS EACH INTERNATIONAL AERODROME AND EACH OPERATOR HAS A VALID SECURITY PROGRAM IT CANNOT HOPE TO COPE WITH ACTS OF UNLAWFUL INTERFERENCE. T*E SA ETY OF INTERNATIONAL TRAVELERS, AIRPORT WORKERS, CREWMEMBERS AND THE GENERAL PUBLIC DICTATES THAT WELL-DEFINED PLANS BE IN EXISTENCE AND IMPLEMENTED TO THE EXTENT REQUIRED FOR THE CIRCUM-STANCES OF THE MOMENT. THIS GOVERNMENT BELIEVES THAT IT IS MOST APPROPRIATE FOR THE ADOPTION OF AN ANNEX CONTAIN-ING INTERNA*IONA* STANDARDS IN THIS AREA."

3. FYI: THERE ARE SEVERAL OTHER ARGUMENTS YOU MAY WISH TO USE IN ATTEMPTING TO GET THE COMMITTEE ON UNLAWFUL INTERFERENCE TO RECOMMEND TO THE COUNCIL THAT IT RECONSI-DER ADOPTION OF NEW ANNEX 17 ON SECURITY. THESE ARGUMENTS RELATE TO THE COMPLETELY ACC
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